

**IN THE CLAIMS:**

Please amend the claims as follows.

Claims 1-22 (Canceled)

23. (Currently Amended) An interior panel of an aircraft passenger cabin, with which an outer skin of an aircraft is filled; which arrangement will provide protection against fire, the interior panelling panel comprising:

honeycomb panelling, wherein the honeycomb panelling comprises:

at least two layers of a honeycomb body formation each of the at least two layers of the honeycomb body formation being made of a plurality of honeycomb cells arranged side by side, each of the at least two layers of the honeycomb body formation having an end of a cross section of the honeycomb body supported by and adhered to a cover layer such that the honeycomb panelling is formed of the at least two layers of the honeycomb body formation sandwiched between a top-supported cover layer facing the passenger cabin, and a bottom-supported cover layer facing a space on a side opposite to the passenger cabin, and the honeycomb panelling extends with the outer skin of the aircraft to follow the curvature of the outer skin, and each of the at least two layers of the honeycomb body formation is made of a paper or an aramid or a combination thereof and the bottom-supported cover layer or the top-supported cover layer or both are made of at least one carbon fiber reinforced plastics composite (CFK) layer or at least one glass fiber reinforced plastics composite (GFK) layer or both;

a burn-through-proof foil arranged such that the burn-through-proof foil conforms to an outer surface of the bottom-supported cover layer facing the space, wherein the burn-through proof foil is the outermost layer of the interior panel facing the outer skin of the aircraft.

24. (Allowed) The interior panel of claim 23, wherein at least one of the at least two layers of the honeycomb body formation is made of paper.

25. (Allowed) The interior panel of claim 23, wherein an inner cover layer adhered to the opposite end of the cross section of each of the at least two honeycomb body formations is made of carbon fiber reinforced plastics such that the at least two layers of the honeycomb body formation adhesively sandwiches the respective inner cover layers between the at least two layers of the honeycomb body formation forming the at least one burn-through-proof barrier layer.

26. (Allowed) The interior panel of claim 25, wherein the honeycomb panelling includes more than two of the at least two layers of the honeycomb body formation, each of the more than two of the at least two layers adhesively sandwiching the respective inner cover layers made of carbon fiber reinforced plastics between adjacent ones of the more than two of the at least two layers in series, wherein two of the inner cover layers which are adjacent to each other and lying one on top of the other are glued one to the other.

27. (Allowed) The interior panel of claim 23, further comprising at least one burn-through-proof carbon fiber reinforced plastics composite (CFK) barrier layer adhered between the bottom-supported cover layer facing the space and the burn-through-proof foil.

28. (Currently amended) The interior panel of claim [[23]] 27, wherein the at least one burn-through-proof carbon fiber reinforced plastics composite (CFK) barrier layer comprises a plurality of carbon fiber reinforced plastics composite (CFK) barrier layers.

29. (Allowed) The interior panel of claim 23, wherein each of the layers of the honeycomb body formation is made of an aramid.

30. (Allowed) The interior panel of claim 26, wherein each of the at least two cover layers is a carbon fiber reinforced plastics insulation layer.

31. (Cancelled)

32. (Cancelled)

33. (Allowed) The interior panel of claim 28, wherein at least one of the plurality of carbon fiber reinforced plastics composite (CFK) barrier layers are of a burn-through-proof plastic foil.

34. (Allowed) The interior panel of claim 23, wherein an adhesive bond between each of the at least two layers of the honeycomb body formation and the respective cover layer is implemented using a burn-through-proof adhesive.

35. (Allowed) The interior panel of claim 34, wherein the adhesive bond is non-detachable and burn-through proof.

36. (Cancelled)

37. (Allowed) The interior panel of claim 47, wherein the bottom-supported cover layer includes a threaded drill hole which extends substantially perpendicularly to the outer surface of the carbon fiber reinforced plastics layer or the glass fiber reinforced plastics layer.

38. (Allowed) The interior panel of claim 37, wherein the insulation package comprises a hole-like leadthrough extending through a thickness of the insulation package, the hole-like leadthrough being substantially congruently aligned with the threaded drill hole.

39. (Allowed) The interior panel of claim 38, wherein the insulation package is attached to the bottom-supported cover layer by a burn-through-proof connection element having a threaded end fed through the hole-like leadthrough and screwed into the threaded drill hole.

40. (Allowed) Insulation system for an outer skin of a vehicle, comprising:  
a first plurality of honeycomb cells arranged side by side forming a first honeycomb body having a top face, and a second plurality of honeycomb cells arranged side by side forming a second honeycomb body having a bottom face, facing in an opposite direction of the top face of

the first honeycomb body, the first honeycomb body being joined to the second honeycomb body by at least two carbon fiber reinforced plastics layers between the first honeycomb body and the second honeycomb body, and

    a top-supported cover layer glued on the top face for facing an interior of the vehicle and  
    a bottom-supported cover layer glued on the bottom face

    wherein the first honeycomb body a paper honeycomb or an aramid honeycomb;

    a carbon fiber reinforced plastics composite (CFK) barrier layer being adhered to the  
    bottom-supported cover layer; and

    a burn-through-proof plastic foil disposed as the outermost layer on the carbon fiber  
    reinforced plastics composite (CFK) barrier layer, without any intervening metal layers between  
    the burn-through-proof plastic foil and the second honeycomb body.

41. (Cancel)

42. (Allowed)      The insulation system of claim 40, wherein the top-supported cover layer  
    or the bottom-supported cover layer further comprise:

    a further carbon fiber reinforced plastics layer, a glass fiber reinforced plastics layer, a  
    further honeycomb body additionally stacked on and glued to the honeycomb body or a  
    combination thereof.

43. (Allowed)      The interior panel of claim 47, wherein the insulation package comprises a  
    burn-through-proof insulation.

44. (Cancelled)

45. (Cancelled)

46. (Cancelled)

47. (Allowed) The interior panel of claim 23, wherein the burn-through-proof foil completely encloses an insulation package.

48. (Allowed) The interior panel of claim 47, wherein the insulation package comprises a combustible insulation into which a burn-through-proof barrier layer is integrated within the combustible insulation, the burn-through-proof barrier layer extending completely through the combustible insulation to an exterior circumference of the insulation package completely enclosed by the burn-through-proof foil.

49. (Allowed) The interior panel of claim 48, wherein the insulation package is attached to the bottom-supported cover layer by a burn-through-proof connection element, the burn-through-proof connection element having a threaded end fed through a hole-like leadthrough extending through a thickness of the combustible insulation and the burn-through-proof barrier layer, and being screwed into a threaded drill hole in the bottom-supported cover layer facing the space.